

## PRORATE BASE SCHEDULE—Continued

Handler	Prorate base (percent)
Orange Belt Fruit Distributors.....	0.995
Potato House, The.....	.000
Raymond Bros.....	.000
Rooke, B. G., Packing Co.....	.000
San Antonio Orchard Co.....	.023
Sun Valley Packing Co.....	.000
Sunny Hills Ranch, Inc.....	.000
Valley Citrus Packing Co.....	.000
Verity, R. H., Sons & Co.....	.063
Western States Fruit & Produce Co.....	.000
Total Independents.....	1.125

[F. R. Doc. 47-7751; Filed, Aug. 15, 1947;  
10:05 a. m.]

[Orange Reg. 191]

## PART 966—ORANGES GROWN IN CALIFORNIA AND ARIZONA

## LIMITATION OF SHIPMENTS

§ 966.337 *Orange Regulation 191—*  
(a) *Findings.* (1) Pursuant to the provisions of Order No. 66 (7 CFR, Cum. Supp., 966.1 et seq.) regulating the handling of oranges grown in the State of California or in the State of Arizona, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended, and upon the basis of the recommendation and information submitted by the Orange Administrative Committee, established under the said order, and upon other available information, it is hereby found that the limitation of the quantity of such oranges which may be handled, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that compliance with the notice, public rule making procedure, and effective date requirements of the Administrative Procedure Act (Pub. Law 404, 79th Cong., 2d Sess.; 60 Stat. 237) is impracticable and contrary to the public interest in that the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the Agricultural Marketing Agreement Act of 1937, as amended, is insufficient for such compliance.

(b) *Order.* (1) The quantity of oranges grown in the State of California or in the State of Arizona which may be handled during the period beginning at 12:01 a. m., P. s. t., August 17, 1947, and ending at 12:01 a. m., P. s. t., August 24, 1947, is hereby fixed as follows:

(i) *Valencia oranges.* (a) Prorate District No. 1, unlimited movement; (b) Prorate District No. 2, 1800 carloads; and (c) Prorate District No. 3, unlimited movement.

(ii) *Oranges other than Valencia oranges.* (a) Prorate Districts Nos. 1, 2, and 3, no movement.

(2) The prorate base of each handler who has made application therefor, as provided in the said order, is hereby fixed in accordance with the prorate base schedule which is attached hereto and made a part hereof by this reference. The Orange Administrative Committee, in accordance with the provisions of the

said order, shall calculate the quantity of oranges which may be handled by each such handler during the period specified in subparagraph (1) of this paragraph.

(3) As used in this section, "handled," "handler," "carloads," and "prorate base" shall have the same meaning as is given to each such term in the said order; and "Prorate District No. 1," "Prorate District No. 2," and "Prorate District No. 3" shall have the same meaning as is given to each such term in § 966.107 of the rules and regulations (11 F. R. 10258) issued pursuant to said order. (48 Stat. 31, as amended; 7 U. S. C. 601 et seq.)

Done at Washington, D. C., this 14th day of August 1947.

[SEAL] C. F. KUNKEL,  
Acting Director, Fruit and Vegetable Branch, Production and Marketing Administration.

## PRORATE BASE SCHEDULE

[12:01 a. m. Aug. 17, 1947 to 12:01 a. m. Aug. 24, 1947]

## VALENCIA ORANGES

## Prorate District No. 2

Handler	Prorate base (percent)
Total.....	100.0000
A. F. G. Alta Loma.....	.0708
A. F. G. Fullerton.....	.9442
A. F. G. Orange.....	.7243
A. F. G. Redlands.....	.2259
A. F. G. Riverside.....	.1241
A. F. G. San Juan Capistrano.....	1.0860
A. F. G. Santa Paula.....	.3554
Corona Plantation Co.....	.2316
Hazeltine Packing Co.....	.2690
Placentia Pioneer Valley Growers Association.....	.7204
Signal Fruit Association.....	.0773
Azusa Citrus Association.....	.4249
Azusa Orange Co., Inc.....	.1319
Damerel-Allison Co.....	.8531
Glendora Mutual Orange Association.....	.3686
Irwindale Citrus Association.....	.3567
Puente Mutual Citrus Association.....	.2031
Valencia Heights Orchards Association.....	.4164
Glendora Citrus Association.....	.3384
Glendora Heights Orange & Lemon Growers Association.....	.0739
Gold Buckle Association.....	.6371
La Verne Orange Association.....	.6251
Anaheim Citrus Fruit Association.....	1.3289
Anaheim Valencia Orange Association.....	1.4594
Eadington Fruit Co., Incorporated.....	2.0791
Fullerton Mutual Orange Association.....	1.7057
La Habra Citrus Association.....	1.1148
Orange County Valencia Association.....	.6653
Orangethorpe Citrus Association.....	1.1781
Placentia Cooperative Orange Association.....	.7461
Yorba Linda Citrus Association.....	.6008
Alta Loma Heights Citrus Association.....	.0910
Citrus Fruit Growers.....	.1380
Cucamonga Citrus Association.....	.1487
Etiwanda Citrus Fruit Association.....	.0407
Old Baldy Citrus Association.....	.1283
Rialto Heights Orange Growers.....	.0925
Upland Citrus Association.....	.3898
Upland Heights Orange Association.....	.1465
Consolidated Orange Growers.....	2.0815
Frances Citrus Association.....	1.0289
Garden Grove Citrus Association.....	1.7503

## PRORATE BASE SCHEDULE—Continued

## VALENCIA ORANGES—continued

## Prorate District No. 2—Continued

Handler	Prorate base (percent)
Goldenwest Citrus Association.....	1.5951
The.....	2.6249
Irvine Valencia Growers.....	1.8251
Olive Heights Citrus Association.....	1.1350
Santa Ana-Tustin Mutual Citrus Association.....	3.8855
Santiago Orange Growers Association.....	1.7866
Tustin Hills Citrus Association.....	2.0072
Villa Park Orchards Association, The.....	.4311
Andrews Brothers of Calif.....	.6211
Bradford Bros., Inc.....	1.8857
Placentia Mutual Orange Association.....	2.6065
Placentia Orange Growers Association.....	.0647
Call Ranch.....	.4426
Corona Citrus Association.....	.0350
Jameson Co.....	.3548
Orange Heights Orange Association.....	.0546
Break & Son, Allen.....	.2552
Bryn Mawr Fruit Growers Association.....	.4115
Crafton Orange Growers Association.....	.0829
E. Highlands Citrus Association.....	.0825
Fontana Citrus Association.....	.0490
Highland Fruit Growers Association.....	.2659
Krinar Packing Co.....	.1210
Mission Citrus Association.....	.3921
Redlands Cooperative Fruit Association.....	.4185
Redlands Heights Groves.....	.2519
Redlands Orange Growers Association.....	.2733
Redlands Orangedale Association.....	.1555
Redlands Select Groves.....	.1452
Rialto Citrus Association.....	.1448
Rialto Orange Co.....	.1999
Southern Citrus Association.....	.1403
United Citrus Growers.....	.0401
Zilen Citrus Co.....	.0939
Andrews Bros. of California.....	.1118
Arlington Heights Fruit Co.....	.1271
Brown Estate, L. V. W.....	.1488
Gavilan Citrus Association.....	.1082
Hemet Mutual Groves.....	.0747
Highgrove Fruit Association.....	.1835
McDermont Fruit Co.....	.0647
Mentone Heights Association.....	.2152
Monte Vista Citrus Association.....	.0393
National Orange Co.....	.0843
Riverside Heights Orange Growers Association.....	.0564
Sierra Vista Packing Association.....	.1694
Victoria Avenue Citrus Association.....	.1421
Claremont Citrus Association.....	.2128
College Heights Orange & Lemon Association.....	.0794
El Camino Citrus Association.....	.1974
Indian Hill Citrus Association.....	.3421
Pomona Fruit Growers Exchange.....	.4156
Walnut Fruit Growers Association.....	.3481
West Ontario Citrus Association.....	.3012
El Cajon Valley Citrus Association.....	2.3255
Escondido Orange Association.....	.4842
San Dimas Orange Growers Association.....	1.1441
Covina Citrus Association.....	.3824
Covina Orange Growers Association.....	.1596
Duarte-Monrovia Fruit Exchange.....	.0492
Santa Barbara Orange Association.....	.5880
Ball & Tweedy Association.....	.7384
Canoga Citrus Association.....	.8195
N. Whittier Heights Citrus Association.....	.4217
San Fernando Fruit Growers Association.....	.9168
San Fernando Heights Orange Association.....	



## PRORATE BASE SCHEDULE—Continued

## VALENCIA ORANGES—continued

## Prorate District No. 2—Continued.

Handler	Prorate base (percent)
Sierra Madre-Lamanda Citrus Association	0.1876
Camarillo Citrus Association	1.4275
Fillmore Citrus Association	3.3992
Mupu Citrus Association	2.4067
Ojai Orange Association	.9358
Piru Citrus Association	1.9137
Santa Paula Orange Association	.7886
Tapo Citrus Association	.8577
Limoneira Co.	.3790
E. Whittier Citrus Association	.3850
El Ranchito Citrus Association	1.0951
Murphy Ranch	.4121
Rivera Citrus Association	.5209
Whittier Citrus Association	.7700
Whittier Select Citrus Association	.4769
Anaheim Coop. Orange Association	1.5065
Bryn Mawr Mutual Orange Association	.0871
Chula Vista Mutual Lemon Association	.0876
Escondido Coop. Citrus Association	.3179
Euclid Avenue Orange Association	.4069
Foothill Citrus Union, Inc.	.0317
Fullerton Cooperative Orange Association	.5408
Garden Grove Orange Cooperative, Inc.	.7464
Glendora Cooperative Citrus Association	.0538
Golden Orange Groves, Inc.	.3606
Highland Mutual Groves	.0289
Index Mutual Association	.2063
La Verne Cooperative Citrus Association	1.8066
Olive Hillside Groves	.6126
Orange Cooperative Citrus Association	1.2373
Redlands Foothill Groves	.5781
Redlands Mutual Orange Association	.1580
Riverside Citrus Association	.0520
Ventura County Orange & Lemon Association	.8935
Whittier Mutual Orange & Lemon Association	.2231
Babijulce Corp. of California	.5250
Banks Fruit Co.	.2738
Banks, L. M.	.4983
Borden Fruit Co.	.9172
California Fruit Distributors	.1380
Cherokee Citrus Co., Inc.	.1533
Chess Company, Meyer W.	.2591
Escondido Avocado Growers	.0209
Evans Brothers Packing Co.	.1884
Gold Banner Association	.2816
Granada Hills Packing Co.	.0599
Granada Packing House	1.6879
Hill, Fred A.	.0730
Inland Fruit Dealers	.0482
Mills, Edward	.0217
Orange Belt Fruit Distributors	2.5902
Panno Fruit Co., Carlo	.0460
Paramount Citrus Association	.5461
Placentia Orchards Co.	.5553
San Antonio Orchards Co.	.4991
Santa Fe Groves Co.	.0484
Snyder & Sons Co., W. A.	.6900
Stephens, T. F.	.0834
Sunny Hills Ranch, Inc.	.1129
Ventura County Citrus Association	.0071
Verity & Sons Co., R. H.	.0344
Wall, E. T.	.1291
Webb Packing Co.	.3259
Western Fruit Growers, Inc., Ana.	.0177
Western Fruit Growers, Inc., Reds.	.5880
Yorba Orange Growers Association	.5845

[F. R. Doc. 47-7750; Filed, Aug. 15, 1947;  
10:04 a. m.]

## TITLE 8—ALIENS AND NATIONALITY

## Chapter I—Immigration and Naturalization Service, Department of Justice

## Subchapter A—Administrative Organization

## PART 1—GENERAL INFORMATION REGARDING IMMIGRATION AND NATURALIZATION SERVICE

## ORGANIZATION OF THE IMMIGRATION AND NATURALIZATION SERVICE

AUGUST 7, 1947.

Part 1, Chapter I, Title 8, Code of Federal Regulations is amended by amending §§ 1.14, 1.15, 1.16, 1.18, and 1.19 as follows and by revoking § 1.20.

§ 1.14 *Central office: The Deputy Commissioner.* The Deputy Commissioner generally in the performance of the duties of his office and, under the latter's direction, is responsible for the administrative functions of the Service.

§ 1.15 *Central office: The Assistant Commissioner for Adjudications; Chief, Exclusion and Expulsion Section.* (a) Under the direction of the Commissioner, the Assistant Commissioner for Adjudications considers, and determines or recommends the determination in, numerous types of quasijudicial cases handled by the Service.

(1) The Chief of the Exclusion and Expulsion Section aids the Assistant Commissioner for Adjudications in his consideration of and action in, among others, those cases involving the admission, exclusion and deportation, or arrest and deportation of aliens.

§ 1.16 *Control office: The Assistant Commissioner for Alien Control.* Under the direction of the Commissioner, the Assistant Commissioner for Alien Control supervises and directs that part of the work of the service relating to the investigative and enforcement functions of field officers, the guarding of the boundaries of the United States, the detention of aliens, and the execution of warrants of deportation.

§ 1.18 *Control office: The Assistant Commissioner for Research and Education.* Under the direction of the Commissioner, the Assistant Commissioner for Research and Education supervises and directs that part of the work of the Service relating to the citizenship education program provided by section 327 (c) of the Nationality Act of 1940 (54 Stat.

1151; 8 U. S. C. 727 (c)) as implemented by Part 356 of this chapter.

§ 1.19 *Central office: The Assistant Commissioner for Administration.* Under the immediate direction of the Deputy Commissioner, the Assistant Commissioner for Administration supervises and directs that part of the work of the Service relating to budgetary and fiscal matters; procurement and supply; records; mail and other communications; information service; planning; recruitment, placement, and training of personnel; position classification; and employee relations.

This order shall become effective on the date of its publication in the FEDERAL REGISTER. The requirements of section 4 of the Administrative Procedure Act (60 Stat. 238; 5 U. S. C., Sup., 1003) relative to notice of proposed rule making and delayed effective date are inapplicable for the reason that the rule prescribed by this order pertains to organization, particularly to delegation of authority, and for the further reason that notice of or hearing on this rule is not required by statute.

(Sec. 3 (a) (1) and (2), 60 Stat. 238; 5 U. S. C., Sup., 1002)

UGO CARUSI,  
Commissioner of  
Immigration and Naturalization.

Approved: August 11, 1947.

DOUGLAS W. MCGREGOR,  
Acting Attorney General.

[F. R. Doc. 47-7696; Filed, Aug. 15, 1947;  
8:47 a. m.]

## TITLE 10—ARMY: WAR DEPARTMENT

## Chapter VII—Personnel

## PART 703—APPOINTMENT OF COMMISSIONED OFFICERS, WARRANT OFFICERS, FLIGHT OFFICERS, AND CHAPLAINS

## WARRANT OFFICERS

Part 703, Chapter VII, Title 10, Code of Federal Regulations is amended as follows:

1. Add the following subject matter to paragraph (a) of § 703.301 as indicated below:

§ 703.301 *Classification.* (a) Warrant officers will be examined and appointed in warrant-officer classifications indicated in the following table:

Warrant officer classification		Military occupational specialty	
No.	Title	SSN	Title
39	(Not used.)		
40	(Not used—applicable to temporary warrant officers only.)		
41	Technical specialist—submarine mine casemate engineering.	7605	Submarine mine casemate engineer.

2. Rescind § 703.303 and substitute the following therefor:

§ 703.303 *Appointments.* (a) Successful applicants will be reported by commanding generals of service commands to the War Department. From a

consolidated report, arranged by classifications and examination scores in both educational and technical tests, the War Department will prepare eligible lists. The scores of both tests will be converted into percentile scores (percentage of



cases up to and including a score), and the average of these two percentiles will be the composite score that will determine the order of eligibility within each classification. Appointment will be tendered to successful applicants in such numbers as may be required to fill existing vacancies. An additional number of successful applicants necessary to cover possible vacancies will be carried on eligible lists for appointment until the next succeeding examination for appointment is held. All original permanent appointments as warrant officer, junior grade, will be probationary for a period of 3 years. See § 703.313.

(b) If a successful applicant is serving on active duty as a commissioned officer or chief warrant officer in the Army of the United States and is under age 45 at the time his name is reached on the eligible for appointment as a warrant officer, junior grade, to fill an existing vacancy, such applicant, if found physically qualified at that time, will be tendered a selection letter advising him of his selection for appointment upon honorable termination of active duty. The recipient of a selection letter whose active service as a commissioned officer or chief warrant officer terminates honorably and who applies for such appointment within 6 months after the termination of his active service will, irrespective of physical disqualification incurred or having its inception while on active duty in line of duty, be given such appointment if a vacancy within the authorized allotment of warrant officers, junior grade, Regular Army, exists at the time he applies for such appointment. To insure the existence of such vacancies, a vacancy will be reserved for the recipient of each selection letter until he applies for such appointment or notifies The Adjutant General of his intention not to enter such application, but not longer than 6 months after the termination of his active service. The date of rank upon appointment is the date of the selection letter, except that if an applicant reaches his 45th birthday after his name has been reached on the eligible list, to fill an existing vacancy, but before completion of the administrative procedures incident to issuance of a selection letter, he will, if physically qualified, be tendered a selection letter specifying the date of rank as the day preceding his 45th birthday.

3. Rescind § 703.304 and substitute the following therefor:

§ 703.304 *Age*. All applicants must have attained their 21st birthday and must not have passed their 45th birthday at the time of their appointment, except that applicants holding selection letters under the provisions of § 703.303 (b), and who pass their 45th birthday subsequent to the effective date of their selection letters, may be appointed. If in active military service, applicants may be permitted to apply for appointment provided they are not less than 20 years and 9 months nor more than 44 years and 9 months of age on the date of final examination.

[AR 610-10, 28 Sept. 1944 as amended by C2, 25 July 1947] (54 Stat. 1177, 55 Stat.

651, 652, 1177; 10 U. S. C. and Supp. 591-599)

[SEAL]

EDWARD F. WITSELL,  
Major General,  
The Adjutant General.

[F. R. Doc. 47-7683; Filed, Aug. 15, 1947;  
8:45 a. m.]

## TITLE 14—CIVIL AVIATION

### Chapter I—Civil Aeronautics Board

[Civil Air Regs. Amdt. 60-0]

#### PART 60—AIR TRAFFIC RULES

Adopted by the Civil Aeronautics Board at its office in Washington, D. C., on the 8th day of August 1947.

Experience with existing air traffic rules since the last revision on August 1, 1945, indicates that certain modifications and clarification are necessary in the interest of safety and, further, that air traffic rules should be promulgated to provide for increasing helicopter operations, for the operation of aircraft on the surface of the water, and for certain essential minimums for instrument flight.

On October 1, 1946, the Safety Bureau of the Board circulated to the aviation industry for comment Draft Release No. 46-5, Proposed Revision of Part 60, Air Traffic Rules. Comments received concerning that draft release were carefully considered and, on May 27, 1947, a revision of the proposed regulations was published in the FEDERAL REGISTER.

The purpose of this part is to provide certain modifications and clarification of air traffic rules in the interest of safety, to provide appropriate regulations to govern the operation of helicopters, to govern the operation of aircraft on the surface of the water, and to provide for certain essential minimums for instrument flight.

Effective October 8, 1947, Part 60, Air Traffic Rules, of the Civil Air Regulations is amended to read as follows:

- Sec.
- 60.0 General.
- 60.00 Scope.
- 60.01 Authority of the pilot.
- 60.1 General flight rules (GFR).
- 60.100 Application.
- 60.101 Preflight action.
- 60.102 Careless or reckless operation.
- 60.103 Airspace restricted areas.
- 60.104 Right-of-way.
- 60.105 Proximity of aircraft.
- 60.106 Acrobatic flight.
- 60.107 Minimum safe altitudes.
- 60.108 Operation on and in the vicinity of an airport.
- 60.109 Air traffic control instructions.
- 60.110 Notification of arrival.
- 60.111 Adherence to air traffic clearances.
- 60.112 Water operations.
- 60.113 Aircraft lights.
- 60.2 Visual-flight rules (VFR).
- 60.200 Distance from clouds.
- 60.201 Visibility.
- 60.202 Cruising altitudes.
- 60.203 VFR flight plan.
- 60.3 Instrument flight rules (IFR).
- 60.300 Application.
- 60.301 IFR flight plan.
- 60.302 Alternate airport.
- 60.303 Air traffic clearance.
- 60.304 Cruising altitudes.
- 60.305 Right-side traffic.

Sec.

- 60.306 Instrument approach procedure.
- 60.307 Radio communications.
- 60.308 Radio failure.
- 60.9 Definitions.
- 60.900 Acrobatic flight.
- 60.901 Aircraft.
- 60.902 Airplane.
- 60.903 Airport.
- 60.904 Airship.
- 60.905 Airspace restricted areas.
- 60.906 Air traffic.
- 60.907 Air traffic clearance.
- 60.908 Air traffic control.
- 60.909 Alternate airport.
- 60.910 Approach time.
- 60.911 Balloon.
- 60.912 Ceiling.
- 60.913 Control area.
- 60.914 Control zone.
- 60.915 Cruising altitude.
- 60.916 Flight plan.
- 60.917 Flight visibility.
- 60.918 Gilder.
- 60.919 Ground visibility.
- 60.920 Helicopter.
- 60.921 Hours of darkness.
- 60.922 IFR.
- 60.923 IFR conditions.
- 60.924 Magnetic course.
- 60.925 Reporting point.
- 60.926 Rotorcraft.
- 60.927 Traffic pattern.
- 60.928 VFR.
- 60.929 VFR conditions.

AUTHORITY: §§ 60.0 to 60.929, inclusive, issued under 52 Stat. 984, 1007; 49 U. S. C. 425, 551.

NOTE: The statements contained in the notes are intended as explanation only and shall not be construed as official interpretations of the regulations.

#### § 60.0 General.

§ 60.00 *Scope*. The following air traffic rules shall apply to aircraft operated anywhere in the United States, including the several States, the District of Columbia, and the several Territories and possessions of the United States, including the Territorial waters and the overlying airspace thereof, except:

(a) Military aircraft of the United States armed forces when appropriate military authority determines that non-compliance with this part is required and prior notice thereof is given to the Administrator, and

(b) Aircraft engaged in special flight operations, requiring deviation from this part, which are conducted in accordance with the terms and conditions of a certificate of waiver issued by the Administrator.

NOTE: Specific operations which cannot be conducted within the provisions of the regulations in this part, such as air races, air meets, acrobatic flights, or certain pest control or seeding operations require, prior to commencement of the operation, a certificate of waiver which may be obtained from the nearest office of CAA.

§ 60.01 *Authority of the pilot*. The pilot in command of the aircraft shall be directly responsible for its operation and shall have final authority as to operation of the aircraft. In emergency situations which require immediate decision and action the pilot may deviate from the rules prescribed in this part to the extent required by consideration of safety. When such emergency authority is exercised, the pilot, upon request of the Administrator, shall file a written report of



such deviation. In an emergency situation which results in no deviation from the rules prescribed in this part but which requires air traffic control to give priority to an aircraft, the pilot of such aircraft shall make a report within 48 hours of such emergency situation to the nearest regional office of the Administrator.

#### § 60.1 General flight rules (GFR).

§ 60.100 *Application.* Aircraft shall be operated at all times in compliance with the following general flight rules and also in compliance with either the visual flight rules or the instrument flight rules, whichever are applicable.

§ 60.101 *Preflight action.* Before beginning a flight, the pilot in command of the aircraft shall familiarize himself with all available information appropriate to the intended operation. Preflight action for flights away from the vicinity of an airport, and for all IFR flights, shall include a careful study of available current weather reports and forecasts, taking into consideration fuel requirements, an alternate course of action if the flight cannot be completed as planned, and also any known traffic delays of which he has been advised by air traffic control.

§ 60.102 *Careless or reckless operation.* No person shall operate an aircraft in a careless or reckless manner so as to endanger the life or property of others.

NOTE: Examples of aircraft operation which may endanger the lives or property of others are:

(a) Any person who "buzzes", dives on, or flies in close proximity to a farm, home, any structure, vehicle, vessel, or group of persons on the ground. In rural districts the flight of aircraft at low altitude often causes injury to livestock. A pilot who engages in careless or reckless flying and who does not own the aircraft which he is flying unduly endangers the aircraft, the property of another.

(b) The operation of aircraft at an insufficient altitude endangers persons or property on the surface or passengers within the aircraft. Such a flight may also constitute a violation of § 60.107.

(c) Lack of vigilance by the pilot to observe and avoid other air traffic. In this respect, the pilot must clear his position prior to starting any maneuver, either on the ground or in flight.

(d) Passing other aircraft too closely.

(e) An operation conducted above a cloud layer in accordance with VFR minimums which results in the pilot becoming involved in instrument flight, unless the pilot possesses a valid instrument rating, the aircraft is properly equipped for instrument flight, and all IFR requirements are observed.

§ 60.103 *Airspace restricted areas.* The Administrator may designate as a danger area an area within which he has determined that an invisible hazard to aircraft in flight exists. No person shall operate an aircraft within an airspace reservation or danger area unless permission for such operation has been issued by appropriate authority.

NOTE: Airspace restricted areas are established in order to conduct certain essential activities which might endanger air traffic passing over or near the location thereof. Airspace restricted areas are shown on aeronautical charts and in publications of aids to air navigation. Avoidance of such areas is imperative to the safety of flight unless

prior permission for flight through the area has been secured from the agency having jurisdiction over the airspace reservation or danger area.

§ 60.104 *Right-of-way.* An aircraft which is obliged by the following rules to keep out of the way of another shall avoid passing over or under the other, or crossing ahead of it, unless passing well clear;

NOTE: Right-of-way rules do not apply when, for reasons beyond the pilot's control, aircraft cannot be seen due to restrictions of visibility. The aircraft which has the right-of-way will normally maintain its course and speed, but nothing in this part relieves the pilot from the responsibility for taking such action as will best aid to avert collision.

(a) *Distress.* An aircraft in distress has the right-of-way over all other air traffic;

(b) *Converging.* Aircraft converging shall give way to other aircraft of a different category in the following order: airplanes and rotorcraft shall give way to airships, gliders, and balloons; airships shall give way to gliders and balloons; gliders shall give way to balloons. When two or more aircraft of the same category are converging at approximately the same altitude, each aircraft shall give way to the other which is on its right. In any event, mechanically driven aircraft shall give way to aircraft which are seen to be towing other aircraft;

NOTE: In effect, an aircraft will give way to another of a different class which is less maneuverable and is unable to take as effective action to avoid collision. For this reason aircraft towing others are given the right-of-way.

(c) *Approaching head-on.* When two aircraft are approaching head-on, or approximately so, each shall alter its course to the right;

(d) *Overtaking.* An aircraft that is being overtaken has the right-of-way, and the overtaking aircraft, whether climbing, descending, or in horizontal flight, shall keep out of the way of the other aircraft by altering its course to the right, and no subsequent change in the relative positions of the two aircraft shall absolve the overtaking aircraft from this obligation until it is entirely past and clear;

NOTE: Passing an overtaken aircraft on the right is required because the pilot in side-by-side, dual-control aircraft is seated on the left and has a better view on that side. Further, in narrow traffic lanes, passing on the left of an overtaken aircraft would place the overtaking aircraft in the path of the oncoming traffic.

(e) *Landing.* Aircraft, while on final approach to land, or while landing, have the right-of-way over other aircraft in flight or operating on the surface. When two or more aircraft are approaching an airport for the purpose of landing, the aircraft at the lower altitude has the right-of-way, but it shall not take advantage of this rule to cut in in front of another which is on final approach to land, or to overtake that aircraft.

NOTE: Pilots must recognize that once committed to a landing in certain aircraft the pilot has little chance to avoid other aircraft which may interfere with that landing and,

therefore, careful observance of this rule is important to the safety of all concerned.

§ 60.105 *Proximity of aircraft.* No person shall operate an aircraft in such proximity to other aircraft as to create a collision hazard. No person shall operate an aircraft in formation flight when passengers are carried for hire. No aircraft shall be operated in formation flight except by prearrangement between the pilots in command of such aircraft.

§ 60.106 *Acrobatic flight.* No person shall engage in acrobatic flight:

(a) Over congested areas of cities, towns, settlements, or over an open-air assembly of persons, or

(b) Within any civil airway or control zone, or

(c) When the flight visibility is less than 3 miles, or

(d) Below an altitude of 1,500 feet above the surface.

NOTE: Acrobatic maneuvers performed over a congested area or an open assembly of persons, or in areas where considerable air traffic exists, creates an undue hazard to persons or property. Flight visibility of at least 3 miles is believed to be a prerequisite to acrobatic flight in order that the pilot, after scanning the entire vicinity, may be reasonably assured that no other aircraft is within dangerous proximity prior to performing such maneuvers.

§ 60.107 *Minimum safe altitudes.* Except when necessary for take-off or landing, no person shall operate an aircraft below the following altitudes:

(a) *Anywhere.* An altitude which will permit, in the event of the failure of a power unit, an emergency landing without undue hazard to persons or property on the surface;

(b) *Over congested areas.* Over the congested areas of cities, towns or settlements, or over an open-air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet from the aircraft. Helicopters may be flown at less than the minimum prescribed herein if such operations are conducted without hazard to persons or property on the surface and in accordance with paragraph (a) of this section; however, the Administrator, in the interest of safety, may prescribe specific routes and altitudes for such operations, in which event, helicopters shall conform thereto;

NOTE: The rule recognizes the special flight characteristics of the helicopter which can accomplish an emergency landing within a relatively small space. However, if a helicopter is flown over the congested area of a city, town or settlement, at less than 1,000 feet above the highest obstacle, the pilot is required to fly with due regard to places in which an emergency landing can be made with safety and, further, to maintain an altitude along the flight path thus selected from which such an emergency landing can be effected at any time.

(c) *Over other than congested areas.* An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In such event, the aircraft shall not be operated closer than 500 feet to any person, vessel, vehicle, or structure. Helicopters may be flown at less than the minimums prescribed herein if such operations are conducted without hazard to persons or property on the



surface and in accordance with paragraph (a) of this section.

NOTE: When flight is necessary at an altitude of less than 500 feet above the surface, the pilot must avoid creating any hazard to persons or property on the surface which may result from such flight. In no event should the pilot expose his passengers to unnecessary hazard while engaging in flight at low altitude. The maneuverability of the helicopter permits safe flight below the minimums required above, provided good judgment and caution are exercised by the pilot.

(d) *IFR operations.* The minimum IFR altitude established by the Administrator for that portion of the route over which the operation is conducted. Where the Administrator has not established such a minimum, operations shall be conducted at not less than 1,000 feet above the highest obstacle within a horizontal radius of 5 miles from the aircraft.

NOTE: When minimum altitudes are established by the Administrator for particular routes, such altitudes will be published in the CAA Flight Information Manual, for sale by the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.

§ 60.108 *Operation on and in the vicinity of an airport.* Aircraft shall be operated on and in the vicinity of an airport in accordance with the following rules:

(a) When approaching for landing, all turns shall be made to the left unless the airport displays standard visual markings approved by the Administrator and which indicate that all turns are to be made to the right, or unless otherwise authorized by air traffic control;

NOTE: Where right-hand turns and clockwise flow of traffic are desirable in the interest of safety, airport markings visible from the air will inform the transient pilot of the necessity for making turns to the right.

(b) If air traffic control is in operation at the airport, contact shall be maintained with such control, either visually or by radio, to receive any air traffic control instructions which may be issued;

(c) Aircraft operating from an airport shall conform to the traffic patterns prescribed for that airport;

(d) The Administrator may, when necessary in the interest of safety, prescribe traffic patterns for an airport which shall supersede any other traffic patterns previously prescribed;

(e) When light signals are used for the control of air traffic, they shall be of the color and have the meaning prescribed by the Administrator.

NOTE: Light signals and their meanings are published in the CAA Flight Information Manual, for sale by the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.

§ 60.109 *Air traffic control instructions.* No person shall operate an aircraft contrary to air traffic control instructions in areas where air traffic control is exercised.

§ 60.110 *Notification of arrival.* If a flight plan has been filed, the pilot in command of the aircraft, upon landing

or completion of the flight, shall file an arrival or completion notice with the nearest Civil Aeronautics Administration communications station or control tower.

§ 60.111 *Adherence to air traffic clearances.* When an air traffic clearance has been obtained under either the VFR or IFR rules, the pilot in command of the aircraft shall not deviate from the provisions thereof unless an amended clearance is obtained. In case emergency authority is used to deviate from the provision of an air traffic clearance, the pilot in command shall notify air traffic control as soon as possible and, if necessary, obtain an amended clearance. However, nothing in this section shall prevent a pilot, operating on an IFR traffic clearance, from notifying air traffic control that he is cancelling his IFR flight plan and proceeding under VFR: *Provided*, That he is operating in VFR weather conditions when he takes such action.

§ 60.112 *Water operations.* An aircraft operated on the water shall, in so far as possible, keep clear of all vessels and avoid impeding their navigation. The following rules shall be observed with respect to other aircraft or vessels operated on the water:

(a) *Crossing.* The aircraft or vessel which has the other on its right shall give way so as to keep well clear;

(b) *Approaching head-on.* When aircraft, or an aircraft and vessel, approach head-on, or approximately so, each shall alter its course to the right to keep well clear;

(c) *Overtaking.* The aircraft or vessel which is being overtaken has the right-of-way, and the one overtaking shall alter its course to keep well clear;

(d) *Special circumstances.* When two aircraft, or an aircraft and vessel, approach so as to involve risk of collision, each shall proceed with careful regard to existing circumstances and conditions including the limitations of the respective craft.

NOTE: The rules for operating aircraft on the surface of the water conform to marine rules for the operation of vessels. The "Special circumstances" rule is provided for situations wherein it may be impracticable or hazardous for a vessel or another aircraft to bear to the right because of depth of a waterway, wind conditions, or other circumstances.

§ 60.113 *Aircraft lights.* Aircraft shall display lights in accordance with the following rules:

(a) During hours of darkness all aircraft in flight or operated on the ground shall display position lights;

(b) During the hours of darkness all aircraft parked or moved within or in dangerous proximity to that portion of any airport used for, or available to, night flight operations shall be clearly illuminated or lighted, unless the aircraft is parked or moved in an area marked with obstruction lights;

(c) Between the hours of sunset and sunrise all aircraft under way on the water shall display position lights;

(d) Between the hours of sunset and sunrise all aircraft at anchor shall display an anchor light, or anchor lights, unless in an area within which lights are not required for vessels at anchor.

NOTE: Aircraft must display appropriate lights on the surface of the water between the hours of sunset and sunrise in order to conform to marine rules.

§ 60.2 *Visual flight rules (VFR).*

§ 60.200 *Distance from clouds.* Aircraft shall be flown:

(a) *Within control zones.* Not less than 500 feet vertically and 2,000 feet horizontally from any cloud formation, unless air traffic control has authorized flight clear of clouds; and

(b) *Elsewhere.* At any altitude more than 700 feet above the surface, not less than 500 feet vertically and 2,000 feet horizontally from any cloud formation; at an altitude of 700 feet or less above the surface, clear of clouds.

NOTE: See Exhibit A.

§ 60.201 *Visibility—(a) Ground visibility within control zones.* When the ground visibility is less than 3 miles, no person shall take-off or land an aircraft at an airport within a control zone, or enter the traffic pattern of such an airport, unless an air traffic clearance is obtained from air traffic control;

(b) *Flight visibility within control zones.* When the flight visibility is less than 3 miles, no person shall operate an aircraft in flight within a control zone, unless an air traffic clearance is obtained from air traffic control;

(c) *Flight visibility within control areas.* When the flight visibility is less than 3 miles, no person shall operate an aircraft within a control area;

NOTE: When the flight visibility is less than 3 miles, operations within control areas are to be conducted in accordance with instrument flight rules. Flight below 700 feet above the surface is not within a control area. See definition of control area.

(d) *Flight visibility elsewhere.* When outside of control zones and control areas, no person shall operate an aircraft in flight when the flight visibility is less than one mile. However, helicopters may be flown at or below 700 feet above the surface when the flight visibility is less than one mile if operated at a reduced speed which will give the pilot of such helicopter adequate opportunity to see other air traffic or any obstruction in time to avoid hazard of collision.

NOTE: See Exhibit A. When traffic conditions permit, air traffic control will issue an air traffic clearance for flights within, entering, or departing control zones when ground visibility or the flight visibility is less than 3 miles. The operator of any airport within a control zone, other than the airport upon which the control zone is centered, may secure continuing permission from air traffic control to conduct operations when the visibility is less than 3 miles; *Provided*, That such operations, at all times, remain 2,000 feet horizontally and 500 feet vertically from clouds, and traffic patterns are established and observed which avoid conflict with other operations. When outside of control zones and at an altitude of less than 700 feet above the surface, helicopters are permitted to fly when the flight visibility is less than one mile because of their special flight characteristics which allow them to proceed at low speed with safety.

§ 60.202 *Cruising altitudes.* When an aircraft is operated in level cruising flight at 3,000 feet or more above the surface, the following cruising altitudes shall be observed;



(a) *Within control zones and control areas.* At an odd or even thousand-foot altitude appropriate to the direction of flight as specified by the Administrator;

(b) *Elsewhere.* When the flight visibility is less than 3 miles, at an altitude appropriate to the magnetic course being flown as follows:

(1) 0° to 89° inclusive, at odd thousands (3,000; 5,000; etc.).

(2) 90° to 179° inclusive, at odd thousands plus 500 (3,500; 5,500; etc.).

(3) 180° to 269° inclusive, at even thousands (4,000; 6,000; etc.).

(4) 270° to 359° inclusive, at even thousands plus 500 (4,500; 6,500; etc.).

NOTE: "Odd and even" thousand-foot altitudes specified by the Administrator for civil airways will be published in the CAA Flight Information Manual, for sale by the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. See Exhibit B for "quadrantal altitudes" in relation to magnetic course. In view of increasing air traffic and the broad range of speed of aircraft, safety requires observance of the above cruising altitudes.

§ 60.203 *VFR flight plan.* If a VFR flight plan is filed, it shall contain such of the information listed in § 60.301 as air traffic control may require.

NOTE: Although flight plans are not required for VFR flight, air traffic control will accept such flight plans when desired by the pilot. Flights proceeding over sparsely populated areas or mountainous terrain may thus take advantage of any search and rescue facilities which may be available in emergencies. The information contained in such a flight plan is of importance to search and rescue operations.

### § 60.3 Instrument flight rules (IFR).

§ 60.300 *Application.* When aircraft are not flown in accordance with the distance-from-cloud and visibility rules prescribed in the visual flight rules, (§ 60.2), aircraft shall be flown in accordance with the following rules.

§ 60.301 *IFR flight plan.* Prior to take-off from a point within a control zone or prior to entering a control area or control zone, a flight plan shall be filed with air traffic control. Such flight plan shall contain the following information unless otherwise authorized by air traffic control:

(a) Aircraft identification, and if necessary, radio call sign;

(b) Type of aircraft; or, in the case of a formation flight, the types and number of aircraft involved;

(c) Full name, address, and number of pilot certificate of pilot in command of the aircraft, or of the flight commander if a formation flight is involved;

(d) Point of departure;

(e) Cruising altitude, or altitudes, and the route to be followed;

(f) Point of first intended landing;

(g) Proposed true air speed at cruising altitude in miles per hour;

(h) Radio transmitting and receiving frequencies to be used;

(i) Proposed time of departure;

(j) Estimated elapsed time until arrival over the point of first intended landing;

(k) Alternate airport or airports, in accordance with the requirements of § 60.302;

(l) Amount of fuel on board expressed in hours;

(m) Any other information which the pilot in command of the aircraft, or air traffic control, deems necessary for air traffic control purposes.

§ 60.302 *Alternate airport.* An airport shall not be listed in the flight plan as an alternate airport unless current weather reports and forecasts show a trend indicating that the ceiling and visibility at such airport will be at or above the following minimums at the time of arrival:

(a) *Airport served by radio directional facility.* Ceiling 1,000 feet, visibility one mile; or, ceiling 900 feet, visibility 1½ miles; or, ceiling 800 feet, visibility 2 miles;

(b) *Airport not served by radio directional facility.* Ceiling 1,000 feet with broken clouds or better, visibility 2 miles;

(c) *Minimums at individual airports.* The Administrator may, in the interest of safety, prescribe higher ceiling and visibility minimums at individual airports than required by paragraph (a) or (b) of this section; and for individual operations at particular airports, may specify lower minimums if he shall find that such reduced minimums will not decrease safety.

NOTE: The minimums set forth above are required for clearance prior to take-off and are not intended to limit use of any alternate airport if weather conditions change while en route, in which event the landing minimums published in the CAA Flight Information Manual shall apply. Minimums for particular airports which may be prescribed by the Administrator will be published in the CAA Flight Information Manual, for sale by the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.

§ 60.303 *Air traffic clearance.* Prior to take-off from a point within a control zone or prior to entering a control area or control zone, an air traffic clearance shall be obtained from air traffic control.

§ 60.304 *Cruising altitudes.* Aircraft shall be flown at the following cruising altitudes:

(a) *Within control areas and control zones.* At altitudes authorized by air traffic control;

(b) *Elsewhere.* At an altitude appropriate to the magnetic course being flown as follows:

(1) 0° to 89° inclusive, at odd thousands (1,000; 3,000; etc.).

(2) 90° to 179° inclusive, at odd thousands plus 500 (1,500; 3,500; etc.).

(3) 180° to 269° inclusive, at even thousands (2,000; 4,000; etc.).

(4) 270° to 359° inclusive, at even thousands plus 500 (2,500; 4,500; etc.).

NOTE: For "quadrantal altitudes" in relation to magnetic course see Exhibit B. The above cruising altitudes are not in conflict with those required for flight under VFR rules.

§ 60.305 *Right-side traffic.* Aircraft operating along a civil airway shall be flown to the right of the center line of such airway, unless otherwise authorized by air traffic control.

§ 60.306 *Instrument approach procedure.* When instrument letdown to an airport is necessary, a standard instru-

ment approach procedure prescribed for that airport by the Administrator shall be used, unless:

(a) A different instrument approach procedure specifically authorized by the Administrator is used, or

(b) A different instrument approach procedure is authorized by air traffic control for the particular approach, provided such authorization is issued in accordance with procedures approved by the Administrator.

NOTE: Standard instrument approach procedures prescribed by the Administrator are published in the CAA Flight Information Manual, for sale by the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. Such procedures have been carefully investigated with respect to pattern and terrain clearance. Safety would not permit several aircraft to make simultaneous use of more than one instrument approach procedure unless such operations were controlled.

§ 60.307 *Radio communications.* Within control zones and control areas the pilot in command of the aircraft shall ensure that a continuous watch is maintained on the appropriate radio frequencies and shall report by radio as soon as possible the time and altitude of passing each designated reporting point, or the reporting points specified by air traffic control, together with weather conditions which have not been forecast, and other information pertinent to the safety of flight.

NOTE: Designated reporting points are noted in publications of aids to air navigation. Control of air traffic is predicated on knowledge of the position of aircraft in flight. The reporting of unanticipated weather encountered en route such as icing or extreme turbulence may be of importance to the safety of other aircraft anticipating flight within the area.

§ 60.308 *Radio failure.* If unable to maintain two-way radio communications, the pilot in command of the aircraft shall:

(a) If operating under VFR conditions, proceed under VFR and land as soon as practicable, or

(b) Proceed according to the latest air traffic clearance to the radio facility serving the airport of intended landing, maintaining the minimum safe altitude or the last acknowledged assigned altitude, whichever is higher. Descent shall start at approach time last authorized or, if not received and acknowledged, at the estimated time of arrival indicated by the elapsed time specified in the flight plan.

NOTE: Detailed procedures to be followed by the pilot are contained in the CAA Flight Information Manual, for sale by the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.

### § 60.9 Definitions.

§ 60.900 *Acrobatic flight.* Maneuvers intentionally performed by an aircraft involving an abrupt change in its attitude, an abnormal attitude, or an abnormal acceleration.

NOTE: The term "acrobatic flight" is not intended to include turns or maneuvers necessary to normal flight.

§ 60.901 *Aircraft.* Any contrivance used or designed for navigation of or flight in the air, except a parachute or



other contrivance designed for such navigation but used primarily as safety equipment.

§ 60.902 *Airplane*. A mechanically propelled aircraft the support of which in flight is derived dynamically from the reaction on surfaces in a fixed position relative to the aircraft but in motion relative to the air.

§ 60.903 *Airport*. A defined area on land or water, including any buildings and installations, normally used for the take-off and landing of aircraft.

§ 60.904 *Airship*. A mechanically propelled aircraft whose support is derived from lighter-than-air gas.

§ 60.905 *Airspace restricted areas*. Designated areas in which flight is restricted, which are established by appropriate authority, and are shown on aeronautical charts and published in notices to airmen and aids to air navigation.

(a) *Airspace reservation*. An area established by Executive Order of the President of the United States or by any State of the United States.

(b) *Danger area*. An area designated by the Administrator within which an invisible hazard to aircraft in flight exists.

§ 60.906 *Air traffic*. Aircraft in operation anywhere in the airspace and on that area of an airport normally used for the movement of aircraft.

§ 60.907 *Air traffic clearance*. Authorization by air traffic control, for the purpose of preventing collision between known aircraft, for an aircraft to proceed under specified traffic conditions within a control zone or control area.

§ 60.908 *Air traffic control*. A service operated by appropriate authority to promote the safe, orderly, and expeditious flow of air traffic.

§ 60.909 *Alternate airport*. An airport specified in the flight plan to which a flight may proceed when a landing at the point of first intended landing becomes inadvisable.

§ 60.910 *Approach time*. The time at which an aircraft is expected to commence its approach procedure preparatory to landing.

§ 60.911 *Balloon*. An aircraft, excluding moored balloons, without mechanical means of propulsion, the support of which is derived from lighter-than-air gas.

§ 60.912 *Ceiling*. The distance from the surface of the ground or water to the lowest cloud layer reported as "broken clouds" or "overcast".

§ 60.913 *Control area*. An airspace of defined dimensions, designated by the Administrator, extending upwards from an altitude of 700 feet above the surface, within which air traffic control is exercised.

§ 60.914 *Control zone*. An airspace of defined dimensions, designated by the Administrator, extending upwards from the surface, to include one or more airports, and within which rules additional to those governing flight in control areas apply for the protection of air traffic.

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§ 60.915 *Cruising altitude*. A constant altimeter indication, in relation to sea level, maintained during a flight or portion thereof.

§ 60.916 *Flight plan*. Specified information filed either verbally or in writing with air traffic control relative to the intended flight of an aircraft.

§ 60.917 *Flight visibility*. The average horizontal distance that prominent objects may be seen from the cockpit.

§ 60.918 *Glider*. An aircraft without mechanical means of propulsion, the support of which in flight is derived dynamically from the reaction on surfaces in motion relative to the air.

§ 60.919 *Ground visibility*. The average range of vision in the vicinity of an airport as reported by the U. S. Weather Bureau or, if unavailable, by an accredited observer.

§ 60.920 *Helicopter*. A type of rotorcraft the support of which in the air is normally derived from airfoils mechanically rotated about an approximately vertical axis.

§ 60.921 *Hours of darkness*. The hours between sunset and sunrise during which any unlighted aircraft or other unlighted prominent objects cannot readily be seen beyond a distance of 3 miles. In any case, "hours of darkness"

shall extend from 30 minutes after sunset to 30 minutes before sunrise. Within the Territory of Alaska, "hours of darkness" shall constitute those hours specified and published by the Administrator.

§ 60.922 *IFR*. The symbol used to designate instrument flight rules.

§ 60.923 *IFR conditions*. Weather conditions below the minimum prescribed for flights under VFR.

§ 60.924 *Magnetic course*. The true course or track, corrected for magnetic variation, between two points on the surface of the earth.

§ 60.925 *Reporting point*. A geographical location in relation to which the position of an aircraft is reported.

§ 60.926 *Rotorcraft*. An aircraft whose support in the air is chiefly derived from the vertical component of the force produced by rotating airfoils.

§ 60.927 *Traffic pattern*. The flow of aircraft operating on and in the vicinity of an airport during specified wind conditions as established by appropriate authority.

§ 60.928 *VFR*. The symbol used to designate visual flight rules.

§ 60.929 *VFR conditions*. Weather conditions equal to or above the minimum prescribed for flights under VFR.

#### EXHIBIT A

CHART OF VFR VISIBILITY AND DISTANCE-FROM-CLOUDS MINIMUMS

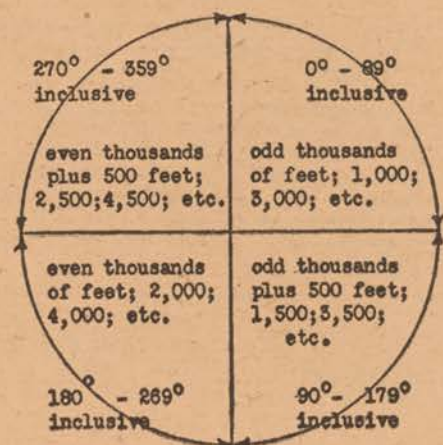
		In control zones	In control areas	Elsewhere
At altitudes of more than 700 feet above the surface.	Visibility	3 miles <sup>1</sup>	3 miles	1 mile
	Distance from clouds.	500 feet vertically <sup>1</sup> and 2,000 feet horizontally <sup>1</sup>	500 feet vertically and 2,000 feet horizontally.	500 feet vertically and 2,000 feet horizontally.
At 700 feet or less above the surface.	Visibility	3 miles <sup>1</sup>	3 miles	1 mile <sup>1</sup>
	Distance from clouds.	500 feet vertically <sup>1</sup> and 2,000 feet horizontally <sup>1</sup>	Control areas do not extend below 700 feet above the surface. Therefore, the "elsewhere" minimums apply.	Clear of clouds.

<sup>1</sup> If traffic conditions permit, air traffic control will issue an air traffic clearance when the minimums are less than those specified, but under this provision the flight must remain clear of clouds.

<sup>2</sup> Visibility minimum does not apply to helicopters if operated at a reduced speed at or below 700 feet above the surface and outside of control zones.

#### EXHIBIT B

CHART OF CRUISING ALTITUDES OUTSIDE OF CONTROL AREAS AND CONTROL ZONES



NOTE: § 60.202 requires observance of the above cruising altitudes at or above 3,000 feet above the surface when the flight visibility is less than 3 miles, and § 60.304 requires observance of these altitudes at all times during IFR operations. These altitudes apply outside of control areas and control zones.

By the Civil Aeronautics Board.

[SEAL] FRED A. TOOMBS,  
Acting Secretary.

[F. R. Doc. 47-7653; Filed, Aug. 15, 1947; 8:45 a. m.]

#### Chapter II—Administrator of Civil Aeronautics, Department of Commerce

[Amdt. 5]

#### PART 550—FEDERAL AID TO PUBLIC AGENCIES FOR DEVELOPMENT OF PUBLIC AIRPORTS

##### REVISION OF APPENDIX

Acting pursuant to the authority vested in me by the Federal Airport Act